

Maryland Historical Trust

Maryland Inventory of Historic Properties number: AL-VI-B-318.

Name: AL-01 / ROBBIN ST. OVER JACKSON RUN

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. AL-VI~~B~~-318

SHA Bridge No. A-L-01

Bridge name Robbin Street over Jackson Run

LOCATION:

Street/Road name and number [facility carried] Robbin Street

City/town Lonaconing Vicinity _____

County Allegany

This bridge projects over: Road _____ Railway _____ Water X Land _____

Ownership: State _____ County X Municipal _____ Other _____

HISTORIC STATUS:

Is the bridge located within a designated historic district? Yes X No _____

National Register-listed district X National Register-determined-eligible district _____

Locally-designated district _____ Other _____

Name of district Lonaconing National Register Historic District

BRIDGE TYPE:

Timber Bridge _____:

Beam Bridge _____ Truss -Covered _____ Trestle _____ Timber-And-Concrete _____

Stone Arch Bridge _____

Metal Truss Bridge _____

Movable Bridge _____:

Swing _____ Bascule Single Leaf _____ Bascule Multiple Leaf _____

Vertical Lift _____ Retractable _____ Pontoon _____

Metal Girder _____:

Rolled Girder _____ Rolled Girder Concrete Encased _____

Plate Girder _____ Plate Girder Concrete Encased _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete X:

Concrete Arch _____ Concrete Slab X Concrete Beam _____ Rigid Frame

Other _____ Type Name _____

DESCRIPTION:

Setting: Urban _____ Small town X Rural _____

Describe Setting:

Lonaconing Bridge No. A-L-01 carries Robbin Street over Jackson Run in Allegany County. Robbin Street runs north-south through the town of Lonaconing, and Jackson Run flows west-east. The structure is located in the Lonaconing Historic District.

Lonaconing was a commercial center for the iron, coal, and silk industries in the George's Creek Valley of Western Maryland from the late nineteenth to the early twentieth centuries. The Lonaconing Historic District (AL-VI-B-113) contains a variety of nineteenth and early twentieth century commercial, industrial, and residential buildings. The buildings range in size and complexity from simple vernacular one-and-two-family log cabins to elaborate frame and brick Victorian structures. The dates given for this historic district in the National Register nomination form are late nineteenth to early twentieth century.

Describe Superstructure and Substructure:

Lonaconing Bridge No. A-L-01 is a single span, one-lane, concrete slab bridge built in October 1946 and reinforced with railroad rails. The rails are placed approximately 12" on centers, and it has stone masonry wingwalls and substructure. The bridge is in an S-curve on a vertical grade. It has a span length of 22'-0", a structure length of 26'-2", and a skew angle of 35 degrees. The bridge is 14'-4" wide face to face of the curbs, and it has metal pipe railings. A 2" gasoline pipe runs under the deck. It is not currently posted.

According to the 1993 inspection report, the deck and the superstructure of the bridge are in fair condition. The asphalt wearing surface has unevenly patched areas, minor wheel ruts, and undulations. The substructure is in serious condition. There has been severe undermining under both abutments, and both abutments have settled due to a loss of base stone. The northeast wingwall has collapsed, and all the stones are loose. In addition, the abutments have some missing block, particularly at the north abutment. The channel is also in serious condition. A concrete streambed extends from upstream to halfway beneath the bridge, causing scour of the abutments and streambed degradation. The approach roadway is in satisfactory condition. There are no approach guardrails, and the pavement shows minor settlement, patching, and wheel ruts.

Discuss Major Alterations:

The 1989 inspection report for this structure states that the side of the deck slab appeared to have been repaired with a layer of concrete that extended along the north face. The county engineer stated that he believes the only other alteration was that the pipe railing replaced a wood railing.

HISTORY:

WHEN was the bridge built (actual date or date range) October 1946

This date is: Actual X Estimated _____

Source of date: Plaque _____ Design plans _____ County bridge files/inspection form X

Other (specify) The date "Oct. 1, 1946" has been scored into the slab in two places.

WHY was the bridge built?

Local transportation needs.

WHO was the designer?

Unknown

WHO was the builder?

Unknown

WHY was the bridge altered?

Unknown

WAS this bridge built as part of an organized bridge-building campaign?

Unknown

SURVEYOR/HISTORIAN ANALYSIS:**This bridge may have National Register significance for its association with:**

- A - Events _____ B- Person _____
 C- Engineering/architectural character _____

Was the bridge constructed in response to significant events in Maryland or local history?

Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-04 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's road and bridge improvement programs mirrored economic cycles. The first road improvement program of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war-related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920 to 1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic, with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of \$3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund [with an equal sum from the counties] the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had become inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930s. Most improvements to local roads waited until the years after World War II.

Bridge No. A-L-01 is an example of a concrete bridge constructed to serve the needs of a local population, and this simple bridge was designed using early beam reinforcement technology. Early concrete bridge design included experimentation with different forms of steel reinforcing. Bar reinforcement became the predominant type in the early twentieth century, and is the reinforcement type encountered today. However, the predominant type through the end of the nineteenth century employed beams rather than bars. Widely used in the nineteenth century, in various shapes and sections, beam reinforcement was soon recognized as requiring an inordinate amount of steel.

Among the variations in beam reinforcement was the railroad rail which is the type of reinforcement used in Bridge No. A-L-01.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Unknown.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the potential district?

Bridge No. A-L-01 is located in the Lonaconing National Register Historic District. It neither detracts from nor contributes to the district.

Is the bridge a significant example of its type?

This bridge is not a significant example of the concrete slab bridges designed and constructed from 1920 through the 1940s in Maryland.

Does bridge retain integrity of important elements described in Context Addendum?

No. The substructure of Bridge No. A-L-01 is in seriously deteriorated condition and no longer has material integrity. It also lacks any unusual character defining elements or a standard design representative of concrete slabs.

Is bridge a significant example of the work of a manufacturer, designer and/or engineer?

No. There are no records which indicate Bridge No. AL0110 is the work of a known manufacturer, designer, or engineer.

Should bridge be given further study before an evaluation of its significance is made?

No further evaluation is necessary to determine National Register significance. However, additional research concerning the history of this bridge and its relationship to the surrounding landscape may be useful in providing a more complete picture of the bridge's background.

BIBLIOGRAPHY:

County inspection/bridge files X SHA inspection/bridge files Other (list):

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded August 1995

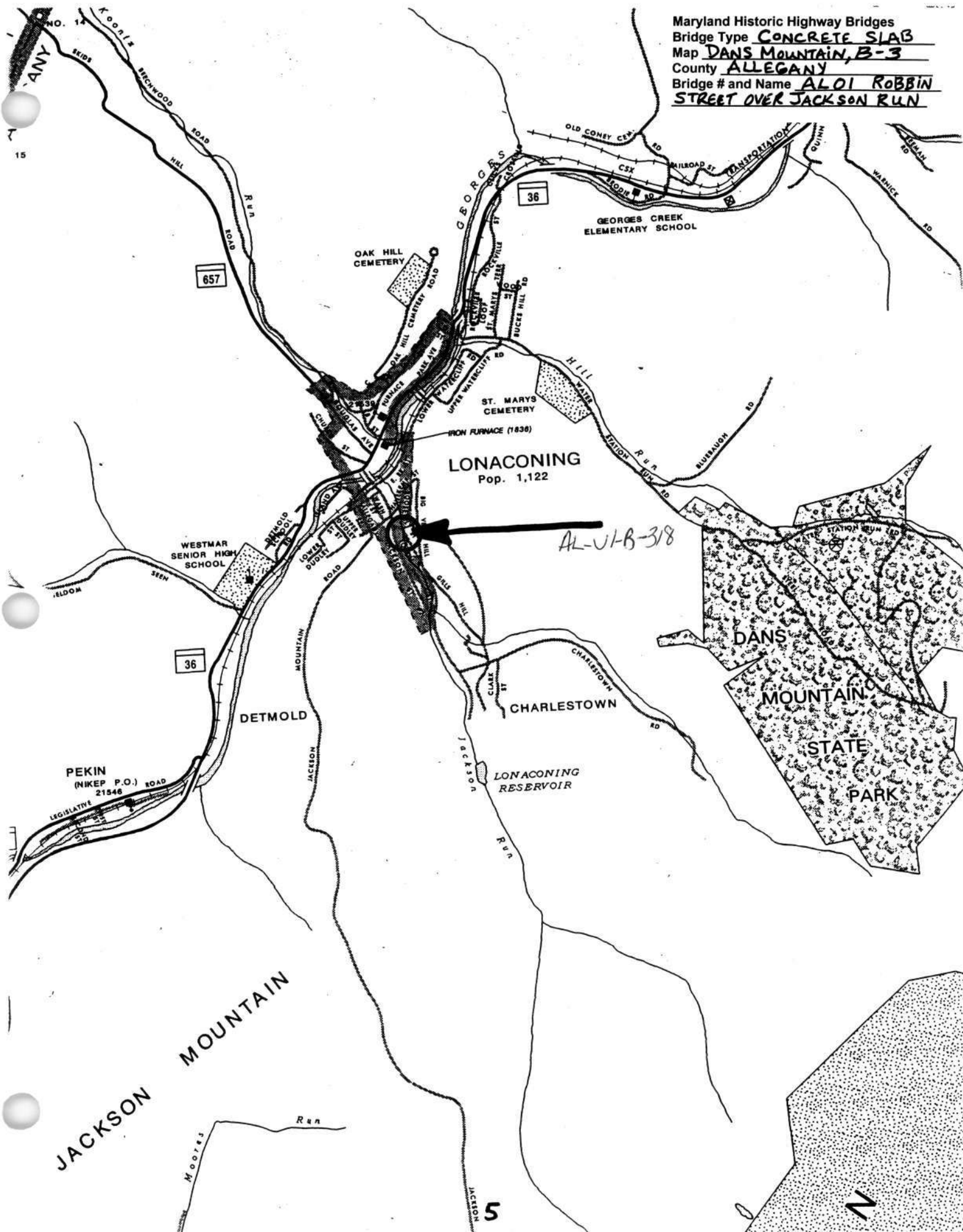
Name of surveyor Adrienne Beaudet Cowden

Organization/Address P.A.C. Spero & Company; 40 West Chesapeake Avenue, Suite 412; Baltimore, Maryland 21204

Phone number 410-296-1635

FAX number 410-296-1670

Maryland Historic Highway Bridges
Bridge Type CONCRETE SLAB
Map DANS MOUNTAIN, B-3
County ALLEGANY
Bridge # and Name AL01 ROBBIN
STREET OVER JACKSON RUN





AL-VI-B-318
BR # 20AL0110 (P20100)
JACKSON RUN

ALLEGANY CO., MD.

CHARLES ZIEGLER

2/1/95

S. H. A.

NORTHWEST APPROACH

1 OF 5



AL-VI-B-318 BR # 20AL0110
JACKSON RUN
ALLEGANY CO., MD
CHARLES ZIEGLER
2/1/95
S. H. A.

SOUTHEAST APPROACH

2 OF 5



AL-VI-B-318

BR # 20AL0110

JACKSON RUN

ALLEGANY CO., MD.

CHARLES ZIEGLER

2/1/95

S. H. A.

SOUTHWEST ELEVATION (DOWNSTREAM)

3 OF 5



AL-VI-B-318

BR #20A10110

JACKSON RUN

ALLEGANY CO., MD.

CHARLES ZIEGLER

2/1/95

S. H. A.

SOUTHWEST ELEVATION (DOWNSTREAM)

4 OF 5



AL-VI-B.318 BR#20ALO110
JACKSON RUN
ALLEGANY CO., MD.
CHARLES ZIEGLER
2/1/95
S. H. A.

NORTHEAST ELEVATION (UPSTREAM)

5 OF 5